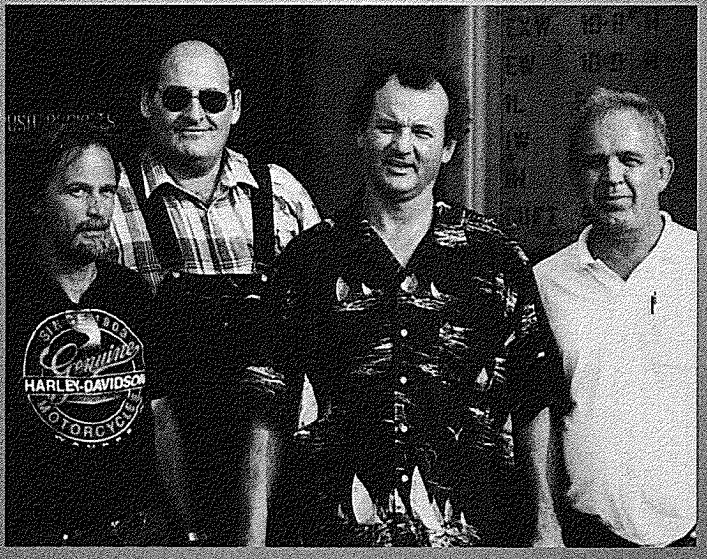
Bulletin

SP AND THE MOVIES

Since Hollywood began making movies, it has turned to Southern Pacific for help on stories involving railroads. One example is a new Bill Murray film, shot in part at Wann Yard near East St. Louis, where Murray posed with (from left) Brakeman Jim Waldron, Conductor David Pride and Engineer Don Broyles. The picture was taken by Trainman/Conductor Dennis (Alton) Smith. The story begins on page 2.



Southern Pacific Bulletin

Volume 80, Number 1
March 1996

Dear SP Employee:

Congratulations!

The 1995 safety figures are a tribute to you all. We wanted to reduce personal incidents and FRA reportable injuries by 10% compared with 1994 — and you exceeded that goal handily: PI's declined 20%, from 1,305 to 1,041, and FRA reportables went down 23%, from 1,023 to 788.

That impressive showing reflects your awareness and your efforts. Last year was a challenging one — as they all have been recently — and it was made more challenging by the merger announcement, which naturally drew a lot of attention.

You stayed focused and dedicated to working safely. That's real professionalism. (For more details on the safety showing, please see Bill Kessinger's column on p. 14).

I was happy to see that a number of work places held Safety Days during 1995, with cookouts and entertainment for the whole family. That's a great way not only to emphasize safety but to get our families better acquainted with our work environment and the special demands of our jobs.

Safety in railroading is a tougher challenge than in most industries. It's tougher because the consequences of not working safely are so much greater in many areas of our business. Lack of awareness for just an instant can result in serious injury or even death.

Safety is a lot of things and some of them may seem pretty ordinary, such as yard clean-ups, adequate lighting in the workplace, proper footwear and eye and ear protection. None of them are particularly dramatic, but oh, can they prevent a lot of misery!

You prevented a lot of misery last year, by working safely. I appreciate your efforts and I want you to know that this company is behind you, at all levels. The Safety Overlap Committee, described in the December Bulletin, is a way for senior management to get involved and to support field safety activities.

I want to take this opportunity to salute all the hard working members of Safety Committees out there, all of you who take part in safety meetings and contribute your suggestions and observations — you know the workplaces better than anyone, and your input is the most important.

All of you probably know by now that safety is my No.1 priority. It's a personal thing; my father got hurt on his railroad job and that memory stays with me.

When anybody gets hurt on this railroad, it saddens me. The tragic accident in Colorado last month that took the lives of two members of SP's family was shocking. It should spur all of us to be even more aware and more dedicated to continuing our safety progress. Remember this: A lot fewer of you got hurt last year than in the year before and that's something we can all feel good about.

Again — congratulations!

Jerry R. Davis
Chairman and Chief Executive Officer
SP Lines

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Southern Pacific Lines' mission is to anticipate and satisfy the requirements of its customers for highly responsive and cost-effective transportation and distribution services.

Oakland One-Spot Complex Features Latest Technology

The Oakland Mechanical Department showed off its new One-Spot Complex, a car repair facility featuring pace-setting technology, with an open house celebration on Jan. 27.

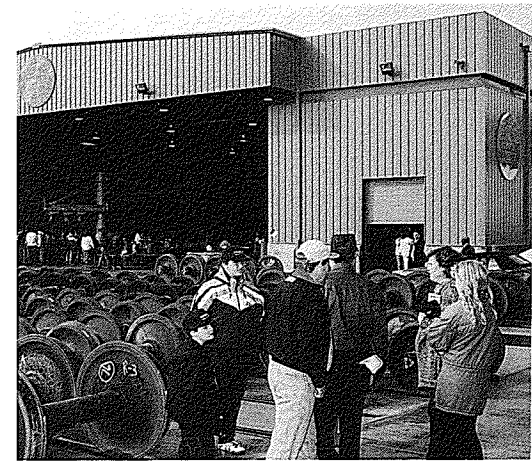
The three-building complex covers some 10 acres in the West Oakland Yard and puts under roof work that formerly was done outside, said Bob Bagley, Assistant Roseville Division Mechanical Officer.

The facility is designed primarily for making light repairs and time studies indicate an approximately 100% increase in efficiency over traditional repair-in-place methods, Bagley said.

An in-floor jacking system, capable of lifting up to 150 tons, provides a safe and fast means of raising cars to remove wheel sets.

A new type of hydraulic-powered Drop Table, also used for wheel set removal, has a computerized control system for self-diagnostic trouble shooting, as well as direct phone modem access to factory consultants. The system also monitors the in-floor jacking operation. The Drop Table is capable of handling both locomotives and cars, including passenger cars. "Other facilities have separate Drop Tables for locomotives and cars, so ours is really a first and a prototype for the industry," Bagley said.

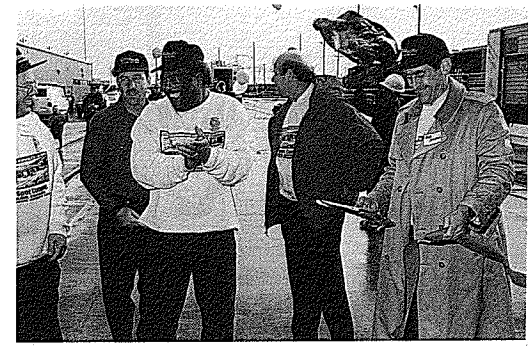
The mission of the complex is a broad one: "Our goal is to release 95% of all bad order cars daily. Not only do we inspect and repair cars and locomotives, we also respond to derailments, and do emergency road work, trainyard repair and business car maintenance."



An estimated 900 visitors turned out for the open house celebration.
— Photos by Ray Tyler



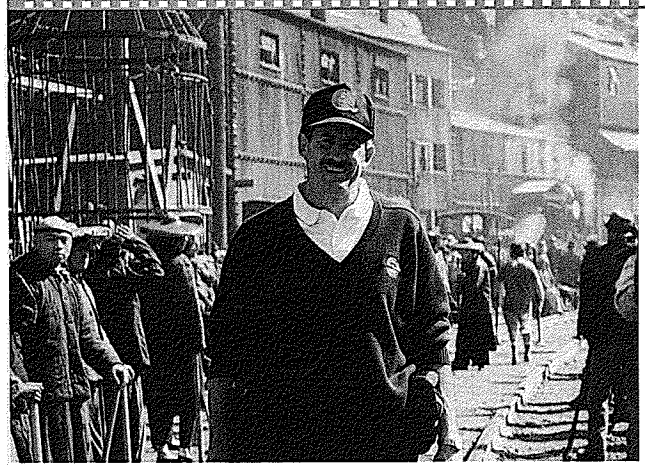
Among those taking in the celebration were Diego and Mary Bermudez and their children, Sara, 4, and Diego III, 9 months. Both Diego and Mary work in the General Office Building in San Francisco; he's in Intermodal and she's in the Property Tax department.



Handling the ribbon cutting honors were, from left, Tom Russell, Assistant Chief Mechanical Officer-Cars; Darrell Maxey, I-880 Program Engineer; Bobby Parker, Roseville Division Mechanical Officer; Jack Hatmaker, I-880 Program Manager, and Vice Chairman Bob Starzel, who was principal speaker.

When Movie 'Action' Starts, It's Often On SP

By Jack Martin



Craig Meis on the set of Disney's "Tall Tale." Filming was done at an old mining town, Belden Canyon, near Minturn, Colorado.

It's 1942 and movie tough guy Alan Ladd scrambles around Southern Pacific's Cornfield Yard in Los Angeles, trading shots with the police in "This Gun For Hire."

Fast forward to 1995 and a New York subway train rumbles along in that same Cornfield Yard — thanks to some imaginative special effects created for the film, "Money Train."

Those long-separated examples illustrate SP's long relationship with Hollywood, one that actually goes back to the days of silent movies. Many films that have made use of SP locations and/or equipment, such as "This Gun For Hire," "Double Indemnity" and "Bad Day at Black Rock," still show up regularly on the TV late show.

In case you don't remember, Fred MacMurray's brief train ride is a key component of the murder plot in "Double Indemnity" and in "Black Rock" the Sunset Limited carries Spencer Tracy into and out of the dreadful desert town.

Several recent movies, like Steven Seagal's "Under Siege 2 — Dark Territory," prominently feature SP trains and tracks. Denver Trainmaster S.D. Smith also made a brief appearance in that film as an engineer shot by terrorists. Just last month, location filming for "Going West," with Danny Glover and Dennis Quaid, began on SP lines in Colorado.

The movie work is an SP sideline, to be sure, but not an insignificant one:

"In the past several years, we have generated two to three million dollars in revenue from movies and TV commercials," says Craig Meis, the company's Denver-based Film Coordinator.

Film and television projects that received SP assistance in 1995 ranged from a coffee commercial to big budget films, like "Money Train."

"We charge for three types of services," Meis said: "Location fees, equipment rental and personnel.

"A lot of projects might require nothing more than access to the property, such as a yard; others might require extensive and detailed arrangements, such as providing locomotives, freight cars, passenger cars and so forth, and coordinating train movements around normal freight operations."

Meis, with the occasional assistance of retired SP sales executive George Farosich, handled 19 filming projects in 1995.

The railroad markets itself to the movies through a colorful brochure and displays at film industry trade shows. In addition, requests for help often come from movie location scouts or state film commissions. "Quite often, the production company will call the film commission in Colorado or Utah or wherever and say it needs a variety of locations, including a railroad," Meis said. "Then we get a call."

Farosich began helping him out as a consultant a few years ago, bringing an encyclopedic knowledge of the SP system with him; if a film maker wants a particular type of terrain or facility, Farosich usually knows where to find it.Both agree the work is interesting, and fun.

For example, Farosich said, the plot of "Money Train" involves the New York subway, "so they actually recreated the subway in the Cornfield Yard in Los Angeles. Their attention to detail is so great, they brought in a graffiti artist from New York City to spray the cars with authentic New York graffiti!"

Meis said Bill Murray, whose new film "Nickel and Dime" (tentative title) was filmed at several SP sites, is one of the friendliest movie stars he has met. "When they were shooting in Denver, Murray was passing out chocolate chip cookies to everyone and talking baseball."

The plot of Murray's film, by the way, has him escorting an elephant cross-country via truck and railroad freight car, so filming also was done at St. Louis; Oakland; Moab, Utah, and Los Angeles.

Another very friendly star, Meis said, is Dennis Hopper, in rather stark contrast to the psycho image Hopper has created in his many movies.

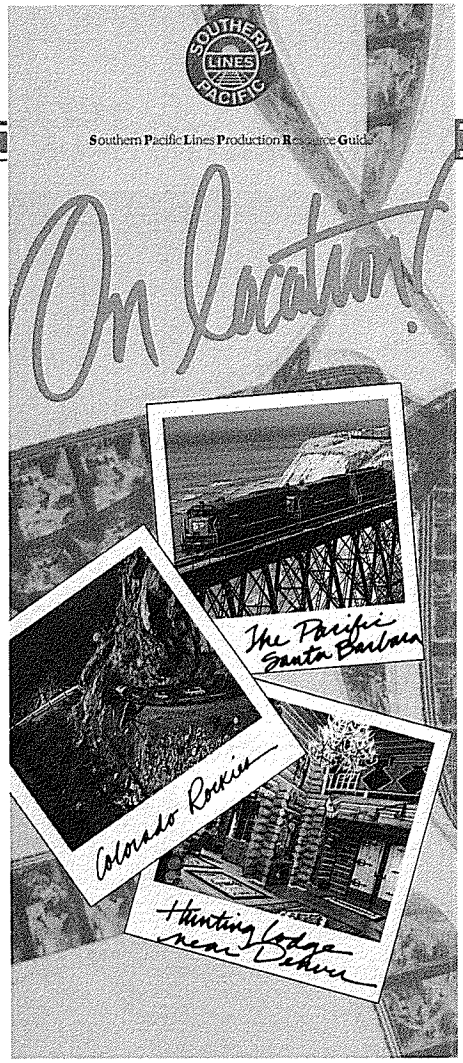
But handling film projects is a lot more than visiting sets and stars — there's also a lot of paperwork and detail. "We have to make sure that the insurance is taken care of and that SP is adequately protected," Meis said. "We have a standardized filming agreement that the Law Department prepared, which sets forth the rights and responsibilities of the parties. We make sure that SP is indemnified for any and all problems, accidents or contingencies."

Meis added incidentally that the movie stunts involving trains, whether on SP or other lines, are really not all that dangerous, again thanks to special effects. "In fact, many are done using miniature equipment," he said.

In other words, make-believe magic has no relation to reality — and no one should try to emulate what they see in a film with real trains.

continued on page 4





SP started its relationship with the movies almost as soon as the movies themselves got started. "In 1915 our motion picture business amounted to about $8,000 for the year," wrote H.P. Monahan, Los Angeles District Passenger Agent, in the *SP Bulletin* of June, 1920. By 1917 that figure was up to $100,000, and SP had installed a "location bureau" in the City Ticket Office to assist movie companies. One of those who called on SP for help was Cecil B. DeMille, for his silent production of "The Ten Commandments."

"When the average celluloid hero is depicted in connection with a train," Monahan wrote, "it is a pretty safe bet that it is equipment Southern Pacific provided for the adventure."

That's still a pretty safe bet today.

Some SP Film Projects

Feature Films
Flashback
Money Train
Nickel & Dime
Thelma & Louise
Under Siege 2

TV Shows
Cheers
Murder She Wrote
Rescue 911
Touched By An Angel
Unsolved Mysteries

Some of the Stars

Alec Baldwin	Dennis Hopper
Kim Basinger	Bill Murray
Raymond Burr	Dennis Quaid
Nicholas Cage	Keanu Reeves
Ted Danson	Geena Davis
Steven Seagal	Danny Glover
Arnold Schwarzenegger	Sharon Stone

PFE'S Cold Box Classroom



Looking over some of the equipment are, from left, Wayne Hammons, Mechanical Training Supervisor; Jim Beasom, Fleet Maintenance Supervisor; Tim Chamberlin, Carman/Mechanical Refrigeration; Ed Rodas, Carman/Material Disbursement, and Facilities Supervisor Ed Duncan.



Duncan and Roger Posehn, PFE Division General Manager, outside the refrigerated car simulator.

It's got everything a regular refrigerator car has but wheels and something the regular car doesn't have — elbow room in the 'engine' room.

"It" is a refrigerated car simulator that Pacific Fruit Express Company employees at Roseville recently put together to train new carmen and mechanics and provide refresher courses for veterans.

The simulator occupies one corner of PFE's vast storage building.

"We can simulate all the things that might happen to a car under load, such as a burned out motor or components, defective wiring or any other problem the refrigeration system might have," said Facilities Supervisor Ed Duncan. "We've planted 18 'bugs' or defects in the equipment, and can activate any of them with the flip of a switch. Then we challenge the student, 'Now, how would you go about fixing that?'"

As PFE's primary mission is to identify and repair in-transit bad order refrigerated loads before the product is damaged, troubleshooting knowledge is vital.

"Transit times are critical to the reefer business," said Roger Posehn, PFE Division General Manager. "The window of opportunity to repair bad orders is small, so PFE repairmen must be knowledgeable about the refrigeration system and quick to troubleshoot and repair defective components."

The simulator's largest component is a "cold box" that's like the inside of a reefer car; the temperature can be lowered to 40 degrees below zero. Outside the car is the motor and electrical equipment for the refrigeration system, along with a table and benches for students and a chalkboard.

One big advantage is that the equipment has some space around it — "there's plenty of elbow room so the instructor can talk with one or more students while showing the mechanisms; in a car you would be working in a very cramped situation, and enduring high temperatures from the engine," Duncan said.

"Since everything here is functional and real, it also enables us to provide much better training than using a book or even a video," added Mechanical Training Supervisor Wayne Hammons.

Carman/Mechanic Tim Chamberlin "did most of the work involved in building the simulator," Duncan said, "and we got excellent support from other departments, including Water Service, Signal and Electrical."

"We also were able to use available materials, such as the old cold box that had been abandoned, and that kept the cost to a minimum," added Ed Rodas, Material Expeditor for PFE..

The simulator is a first on SP "and as far as we know, we're the only railroad that has one," Duncan said.

AWESOME SAFETY RECORD

Ernie Peterson, Materials Foreman at the Roseville Purchasing & Materials Department, holds a plaque given in recognition of the department's outstanding safety record — 12 years without a lost-time injury. Others are Mike Cronin, Vice President-P&M, at left, and Director of Safety Bill Kessinger.



AROUND THE SYSTEM

Roseville P&M Makes Safety A Real Habit

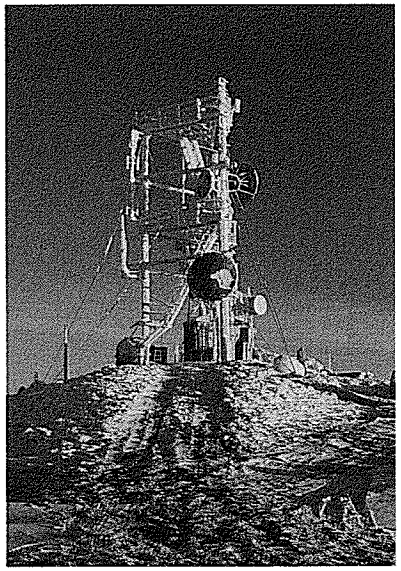
"An incredible performance."

That's how Director of Safety Bill Kessinger sums up the achievement of employees at the Roseville Purchases & Materials Department: Twelve years without a lost-time injury.

The record is even more impressive because of the kinds of work they do, such as operating forklifts, loading trucks and lifting and moving materials, said Gary Evans, Assistant Regional P&M Manager.

Evans and Materials Foreman Ernie Peterson said the reasons for the lack of injuries include teamwork, safety awareness and a concern for each other's safety. A safety meeting is held every morning and a safety rule is read; there also is a monthly meeting where safety videos are often shown.

Bob Pearce, who was at Roseville for 10 years before becoming Regional Manager-P&M at Sacramento in 1994, said, "They just work very well together and help each other out. And they're just very proud of their safety record."

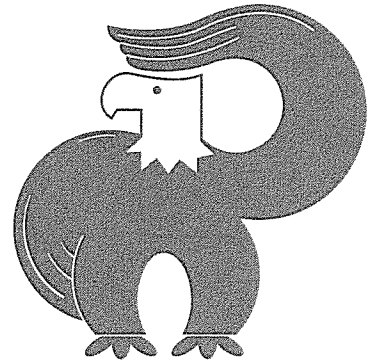


ICY ANTENNA —
Reflecting the soft glow of a late afternoon sun, this SP microwave tower wears a coating of ice after a storm atop Likely Mountain near Alturas, Ore., on the Modoc Line. Ice loading had twisted the tower, bringing repair crews up the mountain in their "snow cat" tractor, said Jerry Carter, Assistant Superintendent-Communications at Eugene. Technician Tom Amabisca took this photo.

TUCSON SWITCHMAN'S ALERTNESS CITED

Tucson Switchman Virgil Chacon Jr. was working a yard job early on the morning of June 11 when he spotted a broken frog on the east end of track 228. He immediately notified the yardmaster, earning an Eagle Eye Award for possibly preventing a derailment.

Other recent Eagle Eye Award winners include: Car Foreman Jay Macausland, Oakland; Track Supervisor R.D. Morse, Tucson, and Brakeman G.E. Kohler, Warm Springs, Calif.





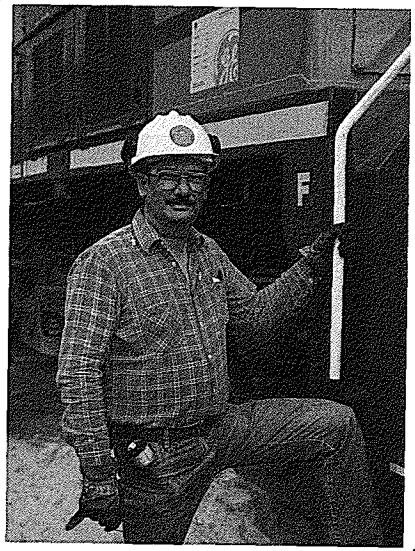
OLYMPICS OFFICIAL
This summer, R.J. (Rich) Zulaica will take leave of his SP job in San Francisco to take part in the 1996 Olympic Games in Atlanta, officiating in track and field competition. Zulaica, who is Director of Appraisal Services, was among 172 officials selected from 4,000 candidates. "It's a tremendous honor," said Zulaica, who will be judging competitors in the discus and hammer throws. Zulaica got into officiating in 1980, helping out at track meets in which his daughters, Jo Ann and Janet, participated. He dedicates his spare time and vacations to the sport, working about 30 meets a year.



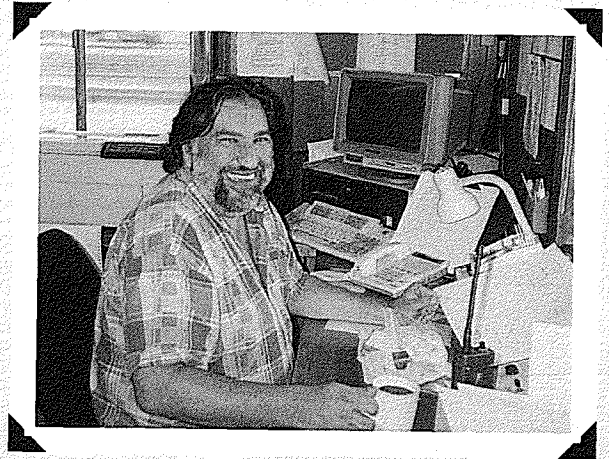
I-880 PROJECT PROGRESS

Ramps are rising above SP's Desert Yard in Oakland as work progresses on the I-880 project. The new segment of freeway winds alongside the relocated main lines (at left) by Oakland Army Base. The road will connect with the Bay Bridge approach in background. — *Ray Tyler*

System SNAPSHOTS



Machinist Lee Taylor on the job at North Yard in Denver.
— Ray Tyler



Lunchtime for Yardmaster Bruce Slinkard at East St. Louis.
— D.A. Smith

Locomotive Engineer Joe Vatalara of Watsonville, Calif. heading down the Coast Line.
— Jim Johnson

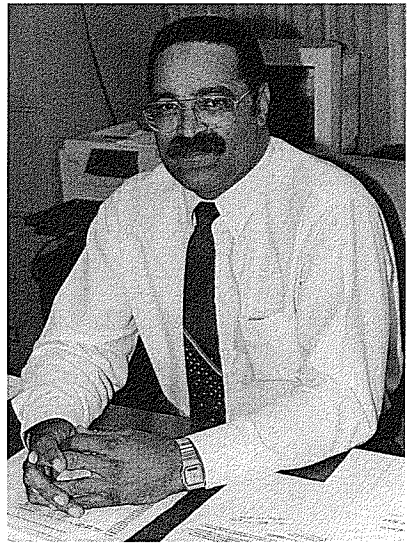




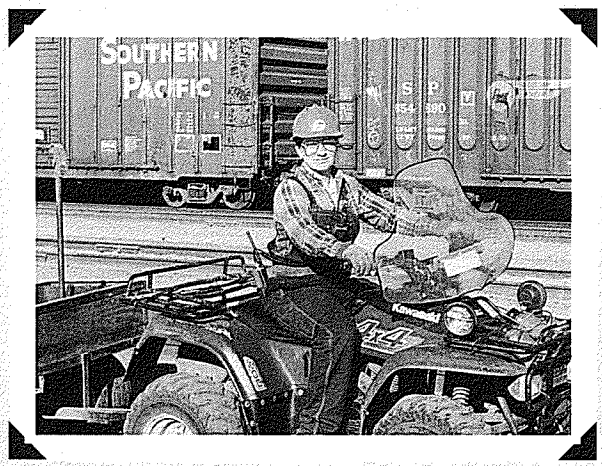
Locomotive Engineer Reneé Hansen at the controls of an AC unit at Centerville, Utah.
— D.A. Bartlett

(more snapshots) →

System SNAPSHOTS

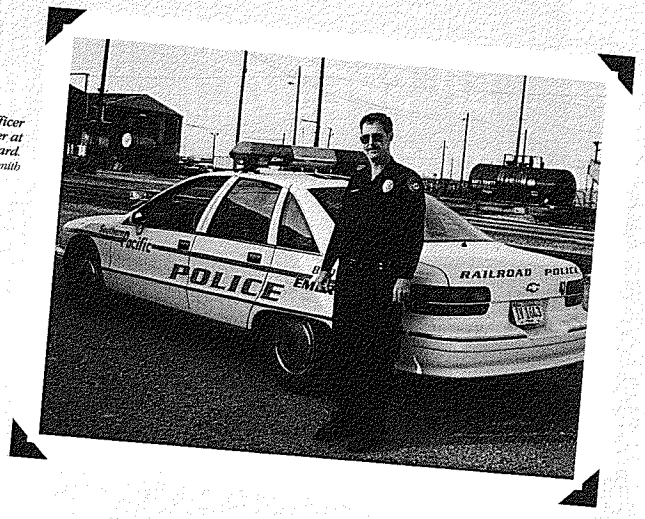


George Gracin, Terminal Superintendent at Armourdale Yard, Kansas City.
— David Grammer



Car Inspector Laura Kinsey at the Eugene outbound train yard.
— D.D. Kinsey

Police Officer Dennis Zeismer at East St. Louis yard.
— Dennis Smith





Switch Foreman J.H. McAllister and Locomotive Engineer Paula Dailey at Pine Bluff
— David Crammer

SP SPECIAL AGENT NABS 'BOXCAR KILLER' SUSPECT

A man dubbed the "Boxcar Killer" and suspected in at least 12 murders, according to investigators, is in custody after his arrest by an alert Southern Pacific police officer.

The suspect, Robert Joseph Silveria, 37, may be linked to dozens of other slayings throughout the Western United States, a spokesman for the Placer County, Calif., Sheriff's Department said in news reports.

Silveria, who was jailed initially at Auburn, Calif., reportedly is a member of a group called the "Freight Train Riders Association," which preys on other railroad trespassers, investigators said.

His arrest came shortly before 6 p.m. on Saturday, March 2, as he walked near SP's right-of-way in Roseville, near Sacramento. Special Agent B.G. (Bill) Metcalf was patrolling is his vehicle and spotted Silveria, whom he had dealt with before.

"I had to put him off the property in January, so when I recognized him I called him over," Metcalf said. This time, he needed to check out something more serious about Silveria — SP police had received a notice from officers in Salem, Ore., asking that they be notified by any agency that came into contact with the man.

The suspect went peacefully with Metcalf to the Roseville Special Agent's office — although he later told police he had considered killing the officer — and Metcalf called Salem to confirm there was a warrant out for Silveria's arrest. Officers later said Silveria was a suspect in the murders of two men in Oregon.

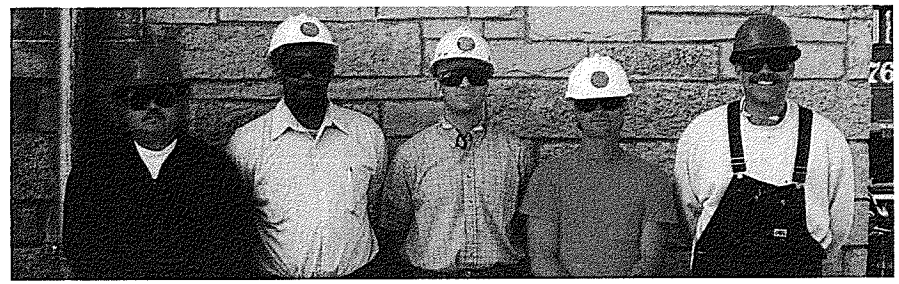
Police from Oregon came to Auburn to interview the suspect and officers in half a dozen other states began calling in connection with unsolved slayings in their jurisdictions. The slayings occurred between 1981 and 1995; most involved young men and occurred in freight cars or on other railroad property, or near it, investigators said.

Silveria told detectives he thought about killing Metcalf but because the officer had treated him well in the past, he decided to go peacefully, said Dennis Duval, Manager of Police Operations at Roseville. Silveria also said he had discarded a handgun at the scene of his arrest but none was found in a later search. However, Silveria "did have a large machete tied to his backpack," Duval said.

"This was an excellent job of police work" said Chief Special Agent George Slaats. "It also reveals another kind of hazard that trespassers on the railroad might encounter — and should serve as a warning to those who think riding freight trains is some kind of lark or adventure."

Metcalf, who has been with SP since 1970, was reserved in his comments about the incident. He called it, "just another job, just another day."

A Standout SAFETY Start for '96



By Bill Kessinger, Director of Safety

SP employees began the New Year by continuing their safety performance of 1995, which was outstanding! My congratulations and thanks to everyone.

For January, major departments posted remarkable numbers:

- The Transportation Department reported a whopping 47% reduction in FRA reportable injuries. Individual standouts were the Denver Division, down 89%; Los Angeles Division, down 67%; Roseville Division, down 55%; Houston Division, down 50%, and Kansas Division, down 33%.
- Mechanical had a 36% decline in FRA reportables and a 20% reduction in incidents.
- Engineering was down 11% in reportables and 8% in incidents.
- For the system as a whole, reportables dropped 38% and incidents 20%.
- For the year 1995, Mechanical led the way with a 30% reduction in reportables and 32% in incidents. Engineering also cut reportables by 30% and incidents by 22%.
- Transportation had a decline of 20% in both categories and Intermodal was down 19% and 22%, respectively.
- Three smaller departments also turned in impressive statistics: The Police Department reduced incidents by 55% and reportables by 67%; San Francisco General Office had declines of 34% and 50% and Purchases and Materials 50% and 29%.

These great performances resulted in a systemwide reduction of 20% in incidents and 23% in reportables, both of which bettered the 1995 goals of 10% in each category.

How do we achieve such gains? By being aware of the need for safety, by observing and reporting unsafe conditions, by looking out for each other and by staying FOCUSED.

You certainly showed the way to safer workplaces in 1995, and indications so far are that you will do as well, or better, in 1996.

SAFETY STARS — In May, this bridge gang will mark four years without an incident or reportable injury, reports Foreman Brian Kulas. In addition to being one of the safest work crews on the system, "we are probably the youngest bridge gang, with about 12 years (experience) between us." The gang works a 500-mile territory, from Topeka, Kan., to Tucumcari, NM. Pictured at Hutchinson, Kan., are, from left, S.E. Torres, Carpenter 1st Class; Assistant Foreman A.B. Jones; Kulas; Track Inspector B.D. Laramore, and Carpenter 1st Class L.R. Colon.

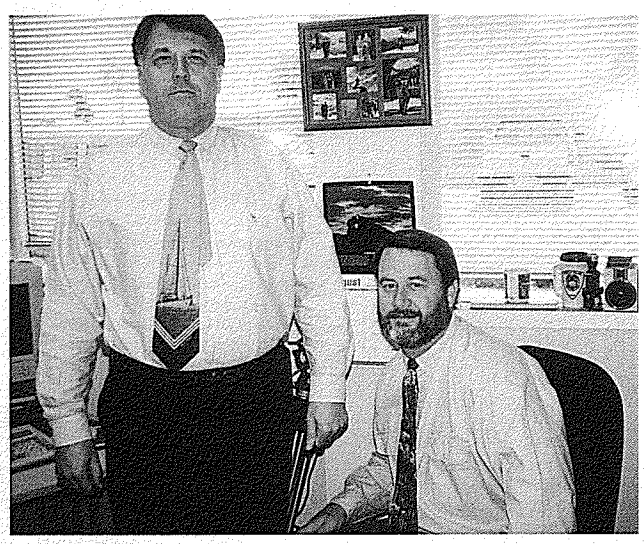
SP's ENGINEER COLLEGE

By Jim Johnson

The train was rolling along at 50 miles per hour, just rounding a curve in the wooded countryside. Suddenly, the engineer was startled to see a red signal up ahead, with no intervening yellow signal to warn of an impending stop.

He quickly "gave it six pounds of air (brake pressure)," then added more air gradually and also used his "dynamic braking" until he brought the train to a smooth stop — inside a building in Lenexa, Kan.

Not to worry: The building houses Southern Pacific's sophisticated locomotive simulator and it was that "train," complete with a screen that showed the passing "countryside," that the student engineer was operating.



Director of Operations Gary McClain, left, and Assistant Director Mark Barnum.
— Jim Johnson

"That kind of surprise stop is just one of the challenges they throw at you," recalled Jeff Bonham, who returned to the Roseville Division to complete his training on runs between Roseville and Sparks. A successful "check ride" under the close scrutiny of a road foreman of engines is the last step in qualifying as a full-fledged engineer.

The Lenexa facility, officially the Operations Training Center, has been a busy place recently as SP stepped up training of new engineers and trainmen. In fact, last year was the busiest ever, with 495 student engineers enrolling and 338 graduating by year's end, said Gary McClain, Director of Operations. In a typical year, the Center graduates about 200 engineers, he said.

But the Center was up to the task. "We operate from 6 a.m. to 2 a.m., six days a week, but we can operate on Sundays and holidays if necessary," McClain said.

In addition, the Center supported field training for 580 trainmen who were promoted to conductor.

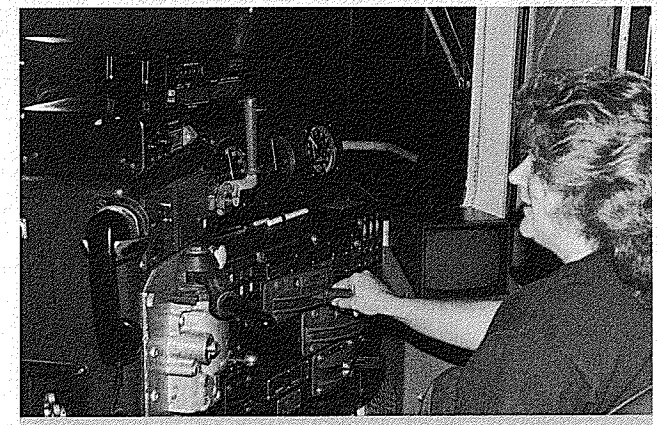
The engineer program usually lasts about 20 weeks and costs about $45,000. Six weeks are spent on the simulator or in the classroom and another 14 weeks in the field under the guidance of working engineers.

"All crafts are taught the General Code of Operating Rules and the principles behind why the rules say what they do," McClain said. "This procedure sets us apart from the ancient and — unfortunately long accepted — tradition of saying, 'Here's the rule, just do it.' If you show the students, convincingly, why the rule is there, they are more likely to respect it."

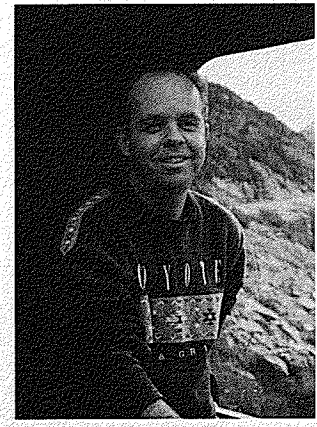
Each course has its primary focus area. For engineers, it's train handling and fuel conservation, as well as awareness of grade crossing responsibilities and the role an engineer can play in preventing collisions.

The simulator is the teaching tool for train handling and it complements on-the-job training. The simulator's advantage is that it allows instructors to provide more training in less time than would be required in the field.

Engineer training is the primary type of instruction given but trainmen and conductor classes are given if the candidates' assignment location is reasonably close to the Center.



Student Engineer Fran Hunt from Roseville at controls of the locomotive simulator.
— David Crammer



Jeff Bonham

Once engineers pass their 20-week course — the failure rate is about 6% — they return to their divisions to make qualification trips.

"A candidate must make 60 main line trips to qualify as an engineer," said Bob Kern, Road Foreman of Engines at Colton. The candidates' initial field training, before they go to Lenexa, includes moving engines around the yard and "a lot of studying," Kern said. "We tell them, 'This is a career and you have to dedicate yourself to the work.'"

McClain was an engineer on the Los Angeles Division for seven years before the company asked him in 1978 to go to Cerritos, Calif., where the training center was then located, as an instructor. He served 16 months, returned to the LA Division as a road foreman for a year and then went back to Cerritos. The training unit was moved to Lenexa in February, 1991, to quarters that SP shares with Santa Fe as a joint facility.

Looking back on his days at Lenexa, Bonham said, "It's good training; I learned a lot. The instructors are very knowledgeable. I guess I'd say that I went in pretty nervous, but I came out very confident."

RETIREMENTS

E.D. Bell
Machinist

G.D. Bennett
Asst Crew Dispatcher

R.S. Blackburn Jr.
Train Clerk

J.C. Bowden
Brakeman

C.F. Bouwman
Diesel Maint. Supvsr

F. Briseno
Asst Foreman

L. Buie Jr.
Truck Operator

F. Busalacchi
Machinist

J.M. Carrillo
Laborer

G.T. Casey
Locomotive Engineer

R.L. Comeaux
Laborer/Driver

J.L. Dameron
Locomotive Engineer

D.T. Faulkner
Car Inspector

D.R. Fernandez
Laborer

R. Hansen
Lead Machinist

J.P. Holmes
Locomotive Engineer

E.A. Jensen
Asst Trainmaster

L.M. Lara
Bridge & Building Foreman

J.E. McLucas
Sheet Metal Worker

R.A. Meuser Jr.
Locomotive Engineer

P.R. Morin
Foreman

A.G. Newton
Machinist

R.A. Nino
Freight Carman

F.R. Peraza
Regional Sales Mgr

D.A. Phegley
Locomotive Engineer

P.M. Ramos
Lead Inspector

J.D. Ray
Utility Supvsr

J.L. Reynaud
Lift Truck Opr

E.T. Reilly
Asst to Sr Mgr Banking

C.E. Richardson
Locomotive Engineer

L.L. Rodrigues
Steno Clerk

E.G. Rodriguez
Truck Driver

L.J. Rome
Lead Electrician

D.W. Shelton
Locomotive Engineer

J.W. Smith
Industrial Project Engr

L.H. Spahn
Tracing Clerk

J.T. Steindorf
Agent

C.D. Wood
Locomotive Engineer

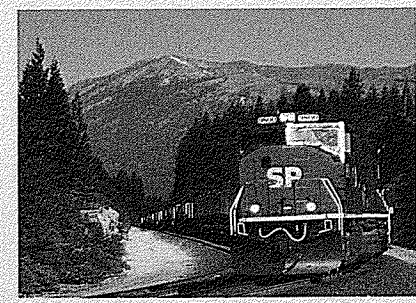
NEWS BRIEFS

Two Killed In Derailment

Two employees were killed Feb. 21 when their 82-car freight train derailed near Leadville, Colo. The victims were Engineer J.M. (Jimmy) Roybal, 44, and Student Engineer C. Wayne Reagan, 34, both of Pueblo. Conductor Steve Hudson, 41, of Pueblo suffered a broken shoulder. The train, enroute from East St. Louis to Roseville, was descending a steep grade during a fierce snowstorm when the accident occurred. The National Transportation Safety Board began an investigation into the cause of the crash. The deaths were the first on-duty fatalities on the system since April, 1995.

Earnings Decline in 1995

Southern Pacific Rail Corporation reported net income for 1995, excluding a special charge of $64.6 million (pre-tax) in the second quarter, of $36.3 million or 23 cents per share. Including that charge, net income was a loss of $3.4 million or 2 cents per share. In comparison, net income for 1994, was $241.8 million or $1.59 per share, including a net after-tax charge of $6 million for retiree benefits. Operating income was $148.9 million, including the special charge, versus $345.7 million for 1994. The operating ratio, revenue vs. expenses, was 93.2% excluding the second quarter charge, compared with 89% for 1994.



Board Replaces ICC

The Surface Transportation Board, a unit of the Department of Transportation, has replaced the Interstate Commerce Commission. The ICC was abolished as of Jan. 1 after 108 years. Three former ICC commissioners serve on the new Board, which has jurisdiction over railroad, truck and domestic waterborne transportation. It is handling the proposed SP/UP merger.

Calling All Vietnam Vets

If you're a Vietnam veteran, SP would appreciate knowing, advises Linda Woodard, Manager of Equal Opportunity. "Federal regulations require Southern Pacific and other government contractors to report the number of Vietnam-era and special disabled veterans in their workforce," she said. A number of veterans have already reported in and "I want to thank them," Woodard said. To report your status, please call her at 8-541-2629 or via Profs INDLDW, and include your Social Security number.

Freight Volume Sets Record

Railroads moved more freight than ever in 1995, despite a decline in intermodal traffic for the first time in years. Final preliminary figures from the Association of American Railroads put total volume at 1.276 trillion ton-miles, up 5.6% from the previous record set in 1994. Carload freight totaled 18,287,245, up 2.4%, but intermodal loadings of trailers and containers dropped 0.7% to 8,070,309.

Holloway Heads Traffic Club

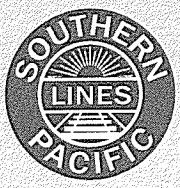
Ray Holloway, Regional Account Manager for the Midwest Region, is serving this year as president of the Traffic Club of Chicago. Holloway, based in suburban Lisle, is the first person from SP to head the prestigious organization in its 89-year history. He previously served as president of the Chicago Transportation Club and the Rail Sales Club of Chicago. Holloway joined SP in 1960.

Group Covers SP History

Interested in the railroad's past? There's an organization devoted to SP's history and to telling about it in a quarterly magazine. For information, write: Southern Pacific Historical & Technical Society, P.O. Box 93697, Pasadena, CA 91109-3697.

Whistle Bans On Way Out

Train whistles make noise — but they also save lives, Congress has decided. As a result, the federal government plans to repeal hundreds of community bans on train whistles at crossings. The bans were imposed after residents complained about the noise, but a Federal Railroad Administration study found an 84% increase in crossing accidents following such measures. Congress then voted to outlaw the bans.



No job is so important,
no service is so urgent,
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take the time
to perform
all work safely.

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